



Organización de Aviación Civil Internacional

Seminario regional sobre el Enfoque de observación continua (CMA) del USOAP y los instrumentos de seguridad operacional de la aviación de los Estados (SAST)

Marco en línea CMA del USOAP

Módulo 6

- 6.1 Presentación general del marco en línea CMA
- 6.2 Funcionalidades de cada componente (MOU, perfil de Estado, SAAQ, CC, PQ, etc.)
- 6.3 Responsabilidades del Estado según el plan de transición al CMA, el MOU y el Doc 9735
- 6.4 Demostración e instrucción práctica

6.1 Descripción general del marco en línea CMA

El marco en línea CMA es...

- ❑ **un conjunto de aplicaciones integradas por Internet y sistemas de bases de datos centralizados** para implantar actividades CMA, lo que incluye:
 - ✓ **compilación** de información y documentos de seguridad operacional de diversas fuentes; y
 - ✓ **observación y notificación** de actividades de vigilancia de la seguridad operacional por los Estados miembros.

Acceso por...



ICAO

Uniting Aviation on
Safety | Security | Environment

English ▾ ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) Online Framework Logon Page

Pursuant to assembly resolution A37-5, this website has been developed to provide all Contracting States with access to CMA online framework for the:

1. completion/updates of the State Aviation Activity Questionnaire (SAAQ);
2. completion/updates of the Compliance Checklists (CCs) through the Electronic Filing of Differences (EFOD) System;
3. completion/updates of the USOAP CMA protocol questionnaires;
4. completion/updates of the State Corrective Action Plans (CAPs);
5. response to Mandatory Information Requests; and
6. access to all safety-related information generated by USOAP CMA activities.

Login

User ID:

Password:

OK

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www.icao.int/usoap

www.icao.int/soa

Safety Oversight Audit Programme (USOAP) Website



this website has been developed to provide all Contracting States access to an online system for the:

1. completion of the State Aviation Activity Questionnaire (SAAQ);
2. completion of the Compliance Checklists (CC's) for the 16 safety-related Annexes; and
3. access to the results of the Comprehensive Systems Approach Audits including the audit findings, recommendations, State's action plan and comments, as well as the comments of the Safety Oversight Audit Section on a State's action plan in addition all relevant information derived from the Audit Findings and Differences Database (AFDD).

Login

User ID:

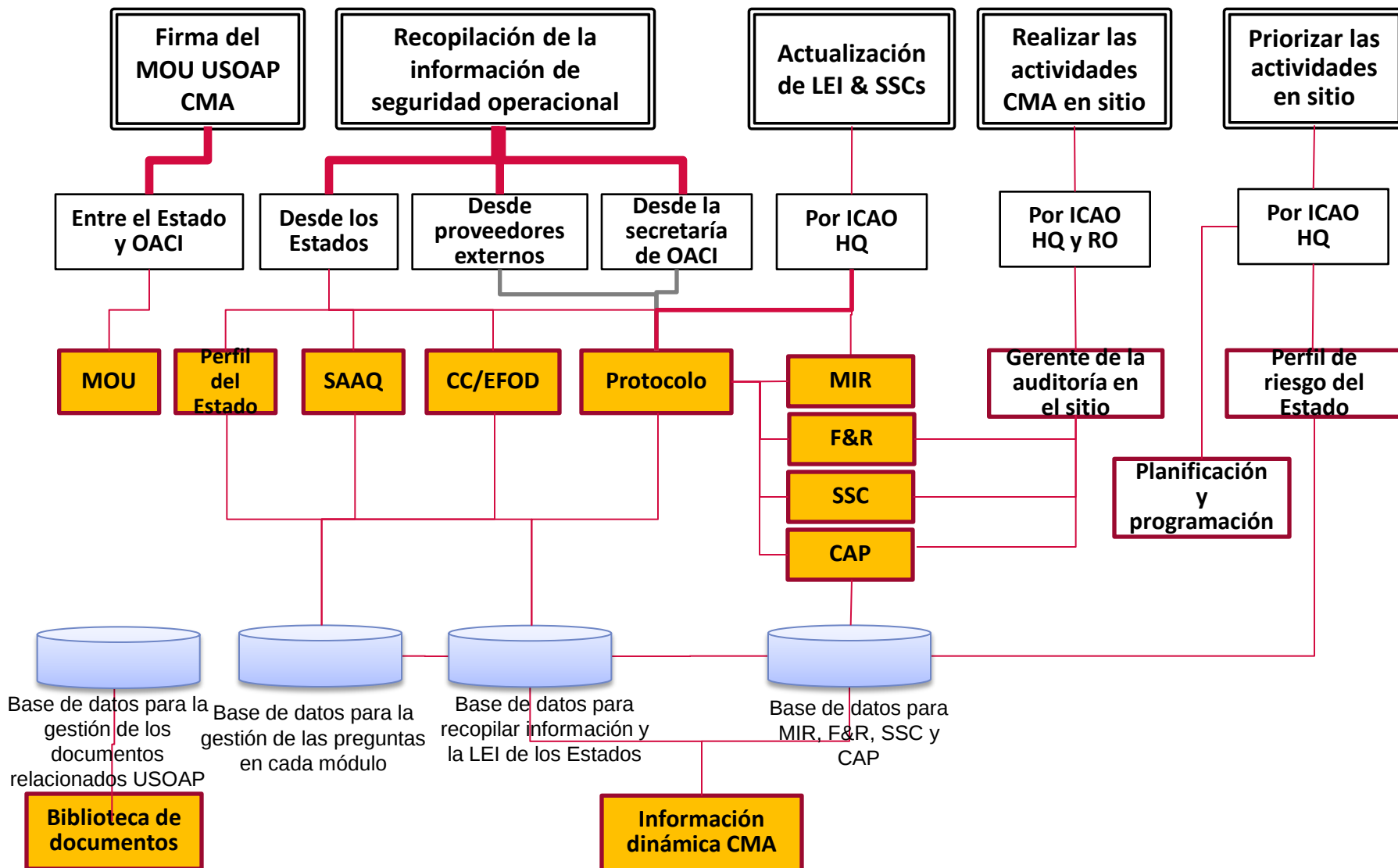
Password:

OK

ID/Contraseña

- ❑ Siguen siendo válidas las ID y las contraseñas de usuarios, así como las contraseñas emitidas para acceso al sitio Web USOAP restringido (www.icao.int/soa).
- ❑ Las solicitudes de emisión o actualización de ID o contraseñas de usuarios deben enviarse a la OACI (sast@icao.int) por intermedio de los coordinadores nacionales de observación continua (NCCMC).

Módulo/Componentes



Módulo/Componentes



The image shows a screenshot of the ICAO website interface. At the top, there is a header with the ICAO logo on the left and the text "ICAO Uniting Aviation on Safety | Security | Environment" on the right. Below the header, there is a section titled "STATE OPTIONS" with a dropdown menu labeled "(Select a State)". The main content area is divided into a grid of 12 modules, each with an icon and a title:

- Manage MOU**: Icon of a document and a pen.
- Manage State Profile**: Icon of a globe with two people silhouettes.
- Manage CCs / EFOD**: Icon of a blue document.
- Significant Safety Concerns**: Icon of a document with a yellow warning triangle.
- Manage CAPs**: Icon of a globe with a question mark.
- USOAP Reports**: Icon of a document with a pie chart.
- Manage F&Rs**: Icon of a magnifying glass over a document.
- Manage MIRs**: Icon of a document with an upward arrow.
- CMA Information**: Icon of a folder with a downward arrow.
- Manage PQs**: Icon of a document with a magnifying glass.
- Feedback**: Icon of a speech bubble.
- Manage SAAQ**: Icon of a globe with a question mark.

6.2 Funcionalidades del marco en línea CMA

Módulo de MOU

❑ Estados:

- ✓ personalizan el MOU entrando el nombre del Estado y del funcionario firmante; y
- ✓ bajan el MOU de Internet y lo imprimen.



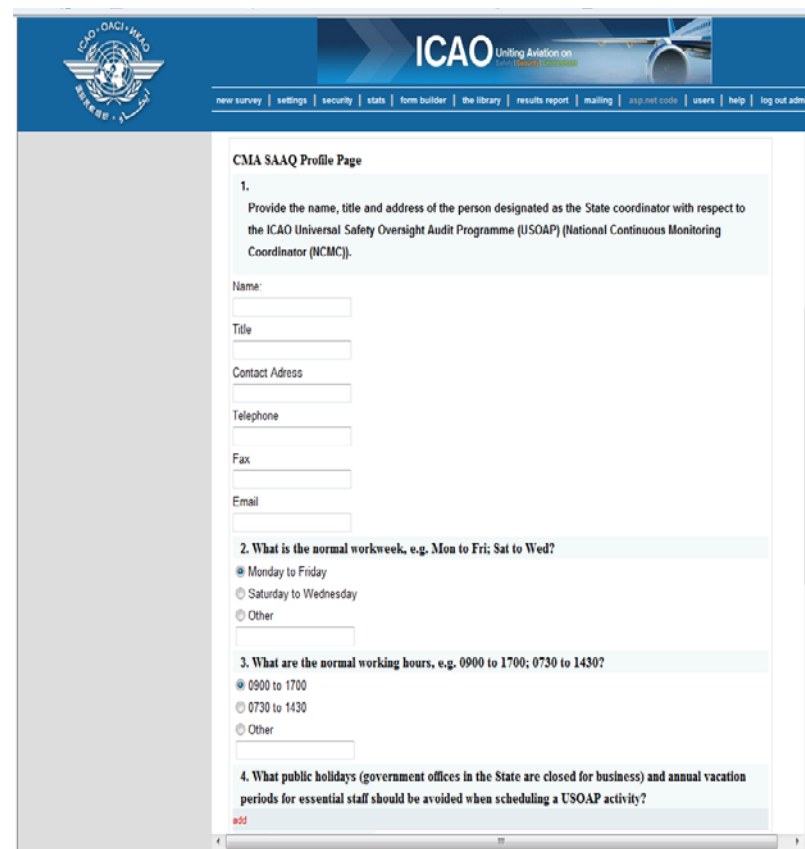

The screenshot shows the ICAO website's MOU (Memorandum of Understanding) generation tool. The header features the ICAO logo and the tagline "Uniting Aviation on Safety | Security | Environment". The main form is titled "STATE MEMORANDUM OF UNDERSTANDING (MOU)". It includes input fields for "State formal name" (pre-filled with "The Republic of Korea"), "State abbreviated name" (pre-filled with "ROK"), "Signing official" (Name: "John Doe", Title: "DGCA"), and buttons for "Create MOU" and "Download MOU". A "File Download" dialog box is open, asking "Do you want to open or save this file?" for a file named "mou.pdf" (Type: Adobe Acrobat Document, 11908 bytes) from "localhost". The background shows a list of MOU entries, including one for "ICAO v. proposed according to Council". At the bottom, there are signature lines for "For the International Civil Aviation Organization" (Raymond Benjamin, Secretary General) and "For the Appropriate Authority of the Republic of Korea" (Name: John Doe, Title: DGCA), along with date fields.

Perfil del Estado

❑ Estados:

✓ han de indicar su información básica, incluido lo siguiente:

- NCMC
- sitios Web de la CAA
- días y horas de trabajo
- legislación aeronáutica básica
- organismos de aviación civil

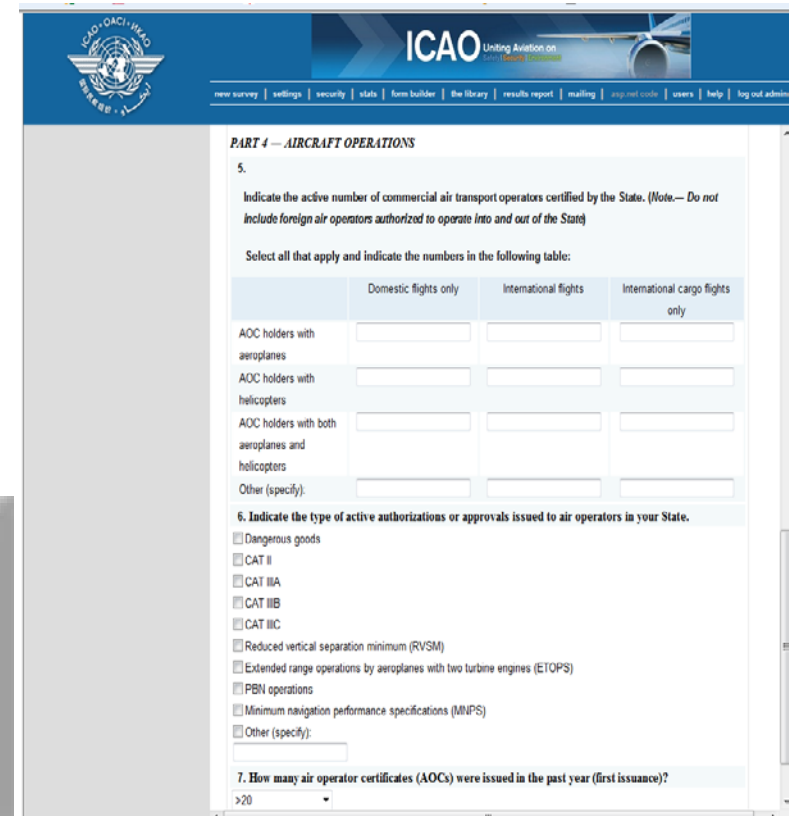
A screenshot of the ICAO CMA SAAQ Profile Page. The page has a blue header with the ICAO logo and the text 'ICAO Uniting Aviation on a Common Vision'. Below the header is a navigation bar with links: 'new survey', 'settings', 'security', 'stats', 'form builder', 'the library', 'results report', 'mailing', 'asp.net code', 'users', 'help', and 'log out admin'. The main content area is titled 'CMA SAAQ Profile Page' and contains a form with the following sections:
1. Provide the name, title and address of the person designated as the State coordinator with respect to the ICAO Universal Safety Oversight Audit Programme (USOAP) (National Continuous Monitoring Coordinator (NCMC)).
Fields: Name, Title, Contact Address, Telephone, Fax, Email.
2. What is the normal workweek, e.g. Mon to Fri; Sat to Wed?
Radio buttons: ☒ Monday to Friday, ☐ Saturday to Wednesday, ☐ Other.
3. What are the normal working hours, e.g. 0900 to 1700; 0730 to 1430?
Radio buttons: ☒ 0900 to 1700, ☐ 0730 to 1430, ☐ Other.
4. What public holidays (government offices in the State are closed for business) and annual vacation periods for essential staff should be avoided when scheduling a USOAP activity?
A red 'add' button is visible at the bottom of this section.

❑ Estados:

- ✓ preparan y actualizan la información SAAQ.

❑ OACI:

- ✓ actualiza preguntas SAAQ; y
- ✓ registra observaciones sobre información presentada por los Estados.



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國際民航組織

ICAO
Uniting Aviation on
Growth, Safety, Efficiency

new survey | settings | security | state | form builder | the library | results report | mailing | app.net code | users | help | log out admin

PART 4 — AIRCRAFT OPERATIONS

5.
Indicate the active number of commercial air transport operators certified by the State. (Note.— Do not include foreign air operators authorized to operate into and out of the State)

Select all that apply and indicate the numbers in the following table:

	Domestic flights only	International flights	International cargo flights only
AOC holders with aeroplanes			
AOC holders with helicopters			
AOC holders with both aeroplanes and helicopters			
Other (specify):			

6. Indicate the type of active authorizations or approvals issued to air operators in your State.

☐ Dangerous goods

☐ CAT II

☐ CAT IIIA

☐ CAT IIIB

☐ CAT IIIC

☐ Reduced vertical separation minimum (RVSM)

☐ Extended range operations by aeroplanes with two turbine engines (ETOPS)

☐ PBN operations

☐ Minimum navigation performance specifications (MNPS)

☐ Other (specify):

7. How many air operator certificates (AOCs) were issued in the past year (first issuance)?

>20

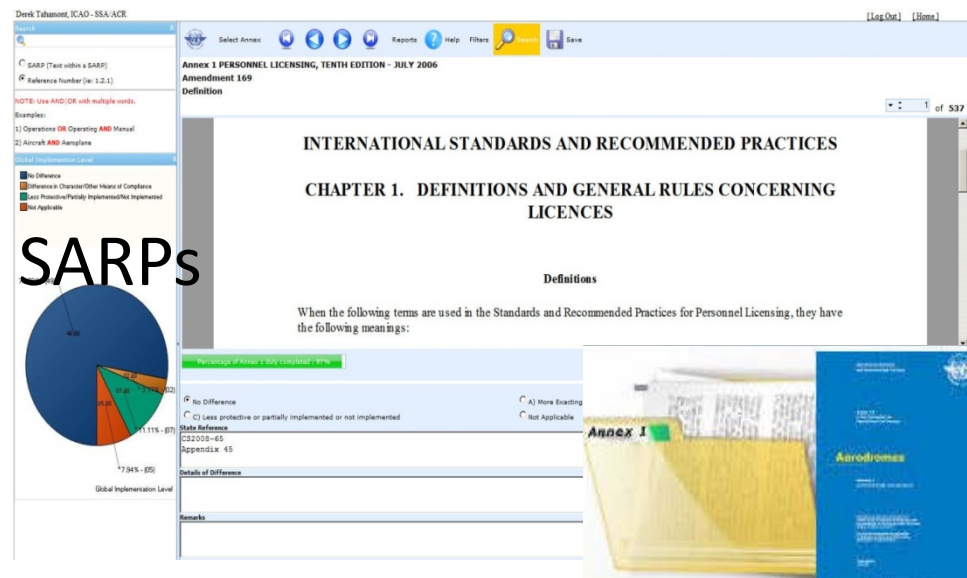
CCs/EFOD

❑ Estados:

- ✓ indican en detalle el cumplimiento o las diferencias respecto a los SARPs (con referencia a los reglamentos y descripción de diferencias); y
- ✓ satisfacen, al mismo tiempo, sus obligaciones respecto al **MOU del CMA** y el **Art. 38 del Convenio**.

❑ OACI:

- ✓ examina el nivel de cumplimiento de los SARPs por un Estado.



Notificación de las diferencias a OACI

NOTIFICATION OF COMPLIANCE WITH OR DIFFERENCES FROM ANNEX 13 (including all amendments up to and including Amendment 13)

To: The Secretary General
International Civil Aviation Organization
999 University Street
Montreal, Quebec
Canada H3C 5H7

- No differences will exist on _____ between the national regulations and/or practices of (State) _____ and the provisions of Annex 13, including all amendments up to and including Amendment 13.
- The following differences will exist on _____ between the regulations and/or practices of (State) _____ and the provisions of Annex 13, including Amendment 13 (Please see Note 3) below.)

a) Annex Provision (Please give exact paragraph reference)	b) Difference Category (Please indicate A, B, or C)	c) Details of Difference (Please describe the difference clearly and concisely)	d) Remarks (Please indicate reasons for the difference)

(Please use extra sheets as required)

Actualización de la lista de cumplimiento

ICAO Universal Safety Oversight Audit Programme (USOAP) Website Login Page



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Login

User ID:

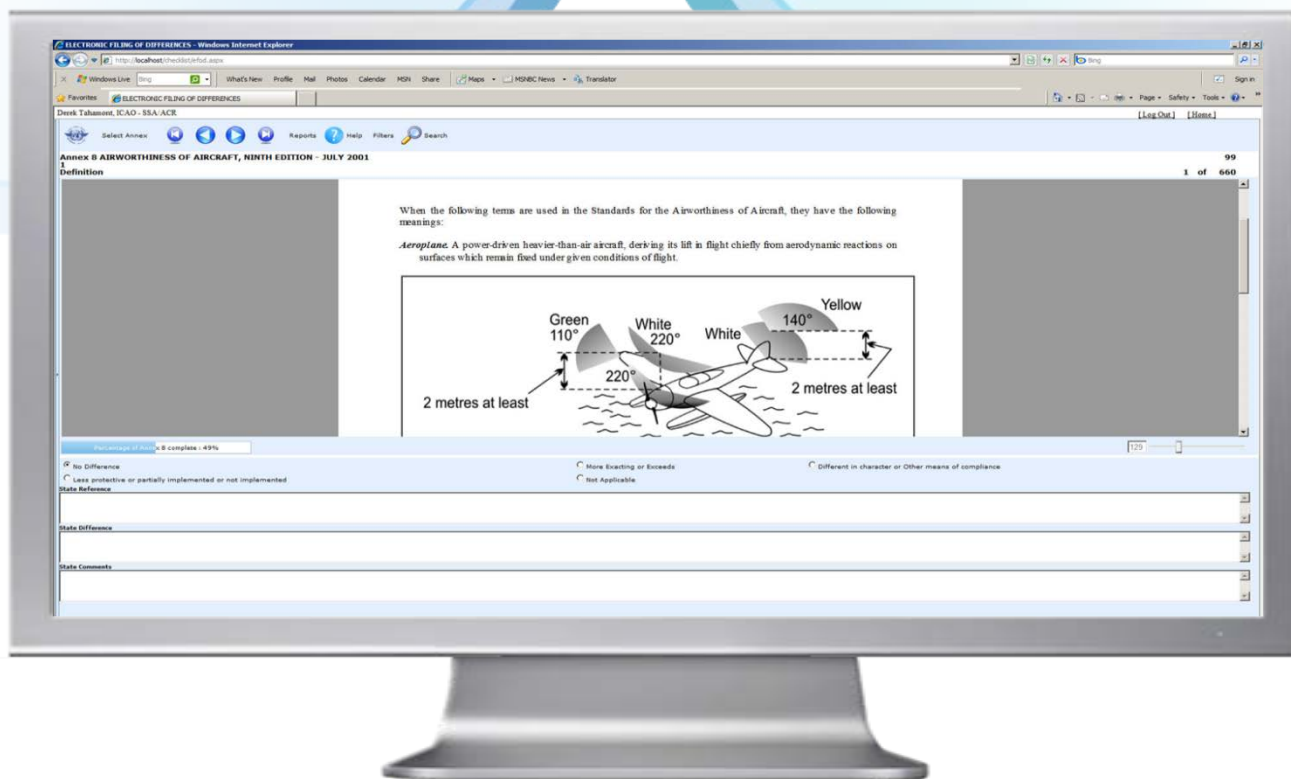
Password:

Annex Reference & SARP Identifier	Annex 1 Personnel Licensing	Legislation Compliance Quote relevant State Act/Regulation or Document Reference	Difference				Not Applicable	Text of the difference identified by the State	Comments including the reason for difference
			No	More Exacting or Exceeds	Different in character or Other means of compliance	Less protective or partially implemented or not implemented			
11 01-0000001000 Chapter 1 Std	CHAPTER 1. DEFINITIONS AND GENERAL RULES CONCERNING LICENCES Definitions When the following terms are used in the Standards and REcommended Practices for Personnel Licensing, they have the following meanings: Accredited medical conclusion. The conclusion reached by one or more medical experts acceptable to the Licensing Authority for the purposes of the case concerned, in consultation with flight operations or other experts as necessary.		☐	☐	☒	☐	☐		
11 01-0000001200 Chapter 1 Std	Aeroplane. A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.		☐	☐	☐	☐	☐		
11 01-0000001400 Chapter 1 Std	Aircraft. Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.		☐	☐	☐	☐	☐		
11 01-0000001600 Chapter 1 Std	Aircraft avionics. A term designating any electronic device - including its electrical part - for use in an aircraft, including radio, automatic flight control and instrument systems.		☐	☐	☐	☐	☐		

CCs/EFOD

Presentar diferencias
respecto al Artículo 38
del Convenio de Chicago

Actualizar la lista
de verificación en virtud
del MOU para CMA del USOAP



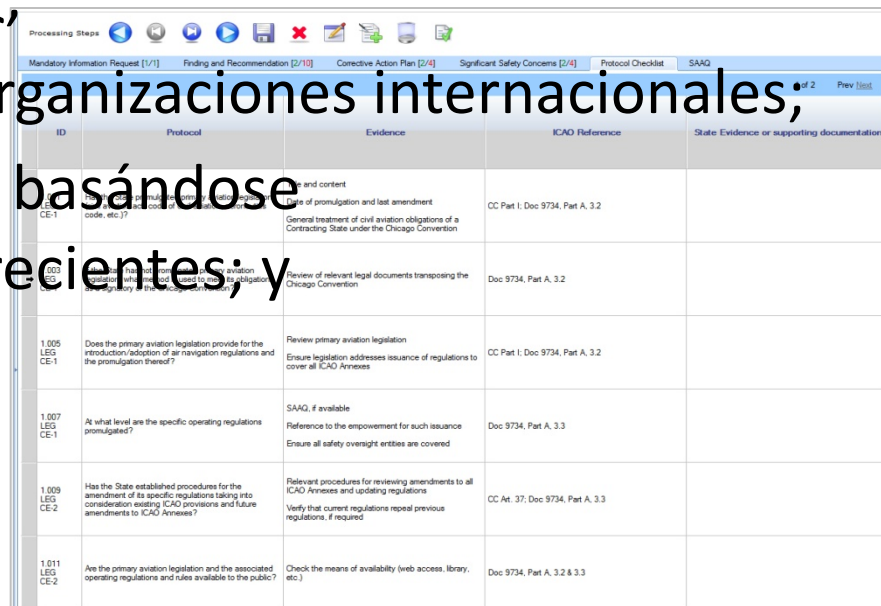
Protocolo CMA

□ Estados:

- ✓ actualizan la situación de PQ (S/NS/NA) con pruebas;
- ✓ suministran la situación de PQ sobre nuevas preguntas; y
- ✓ adjuntan documento de apoyo.

□ OACI:

- ✓ actualiza las preguntas de PQ;
- ✓ recopila información de las organizaciones internacionales;
- ✓ determina la situación de PQ basándose en las actividades CMA más recientes; y
- ✓ genera la LEI del Estado.



ID	Protocol	Evidence	ICAO Reference	State Evidence or supporting documentation
1.005 LEG CE-1	Does the primary aviation legislation provide for the introduction/adoption of air navigation regulations and the promulgation thereof?	Review primary aviation legislation Ensure legislation addresses issuance of regulations to cover all ICAO Annexes	CC Part I, Doc 9734, Part A, 3.2	
1.007 LEG CE-1	At what level are the specific operating regulations promulgated?	SAAG, if available Reference to the empowerment for such issuance Ensure all safety oversight entities are covered	Doc 9734, Part A, 3.3	
1.009 LEG CE-2	Has the State established procedures for the amendment of its specific regulations taking into consideration existing ICAO provisions and future amendments to ICAO Annexes?	Relevant procedures for reviewing amendments to all ICAO Annexes and updating regulations Verify that current regulations repeal previous regulations, if required	CC Art. 37, Doc 9734, Part A, 3.3	
1.011 LEG CE-2	Are the primary aviation legislation and the associated operating regulations and rules available to the public?	Check the means of availability (web access, library, etc.)	Doc 9734, Part A, 3.2 & 3.3	

MIR

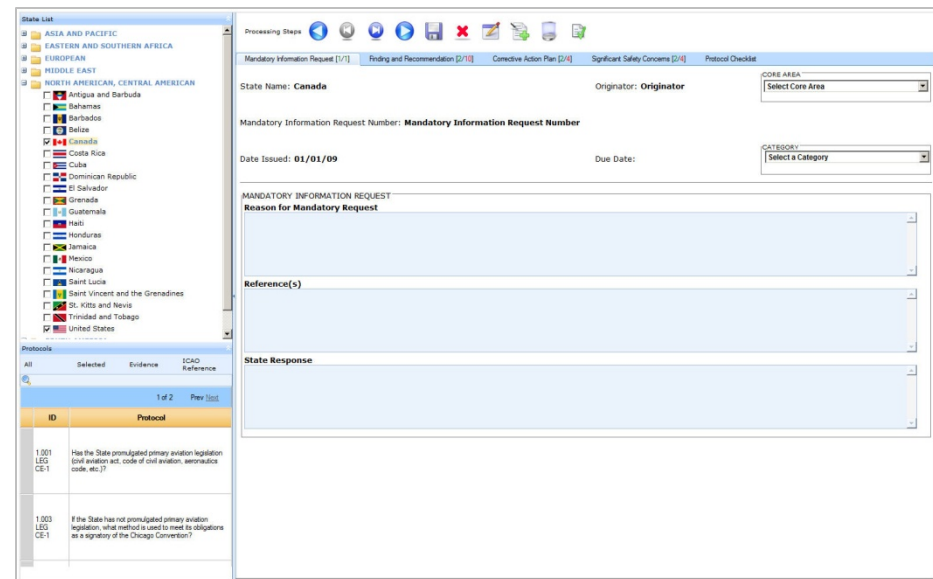
❑ OACI:

- ✓ solicita a los Estados que suministren información y documentación concretas;
- ✓ incluye lo siguiente al emitir un MIR:
 - PQ pertinente(s);
 - motivo y referencia para solicitar información;
 - plazo para recibir la información solicitada; y
- ✓ registra el resultado del examen de la información presentada y actualiza la situación del MIR (finalizado/pendiente/elevado a F&R/SSC).



❑ Estados:

- ✓ solicitan la prolongación del plazo (una sola vez);
- ✓ presentan el plan de acción para el MIR emitido; y
- ✓ suministran la información o documentación solicitada.



State List

- ASIA AND PACIFIC
- EASTERN AND SOUTHERN AFRICA
- EUROPEAN
- MIDDLE EAST
- NORTH AMERICAN, CENTRAL AMERICAN
 - Antigua and Barbuda
 - Barbados
 - Belize
 - Costa Rica
 - Cuba
 - Dominican Republic
 - El Salvador
 - Guatemala
 - Haiti
 - Honduras
 - Nicaragua
 - Paraguay
 - Peru
 - St. Kitts and Nevis
 - Trinidad and Tobago
 - United States

Processing Steps

- Mandatory Information Request [1/1]
- Finding and Recommendation [2/10]
- Corrective Action Plan [3/10]
- Significant Safety Concerns [4/10]
- Protocol Checklist

State Name: Canada **Originator:** Originator **Core Area:** Select Core Area

Mandatory Information Request Number: Mandatory Information Request Number

Date Issued: 01/01/09 **Due Date:** **Category:** Select a Category

MANDATORY INFORMATION REQUEST

Reason for Mandatory Request

Reference(s)

State Response

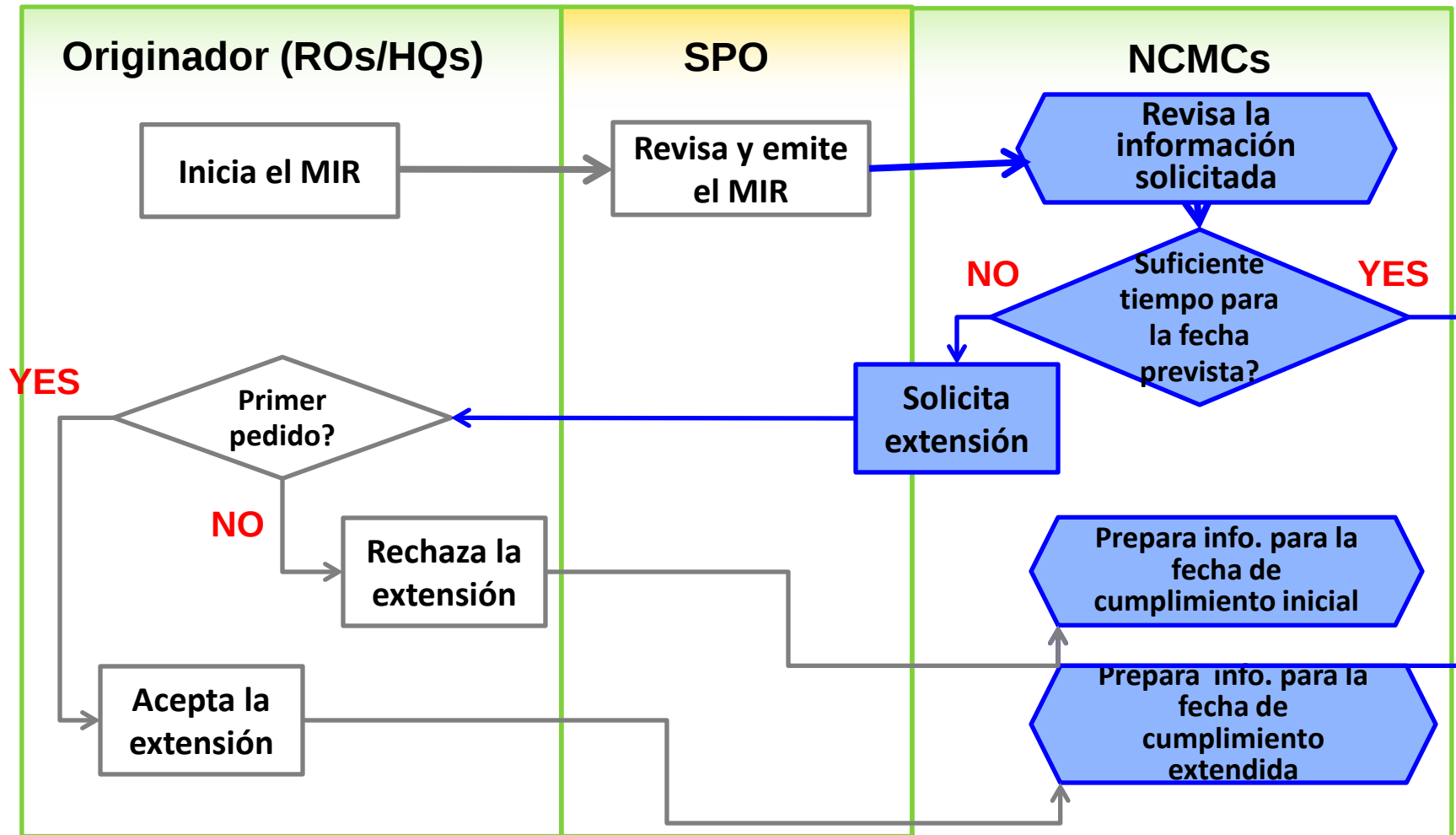
Protocols

ID	Protocol	ICAO Reference
1.001 LEG CE-1	Has the State promulgated primary aviation legislation (civil aviation act, code of civil aviation, aeronautics code, etc.)?	
1.003 LEG CE-1	If the State has not promulgated primary aviation legislation, what method is used to meet its obligations as a signatory of the Chicago Convention?	

Flujo de trabajo relacionado con el MIR



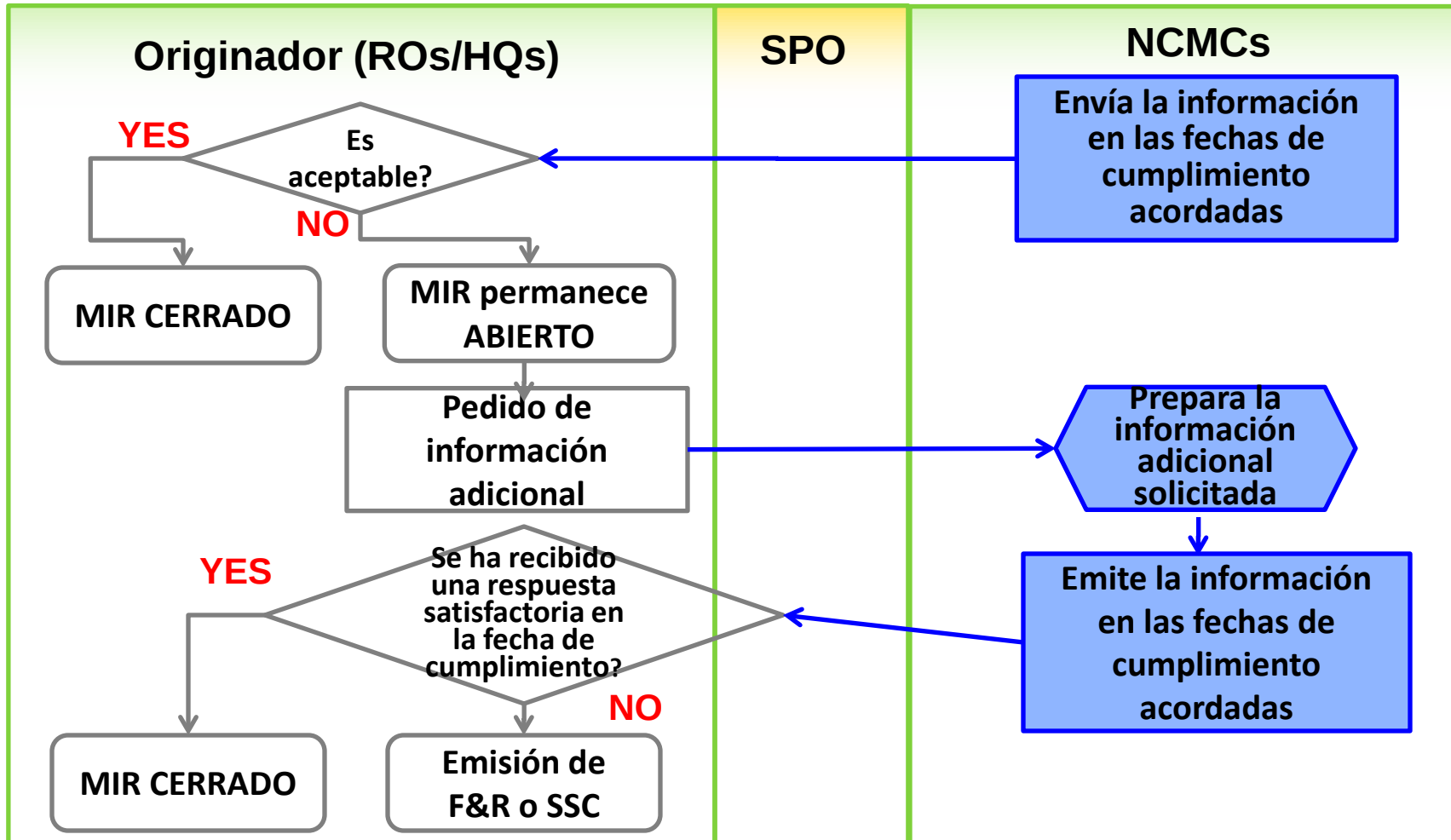
❑ Emisión del MIR y coordinación con NCMC



Flujo de trabajo relacionado con el MIR



Actualización de la situación de MIR



❑ OACI:

✓ Emite una F&R que abarca lo siguiente:

- PQ y CE aplicables considerados como insatisfactorios;
- descripción de la deficiencia observada; y
- recomendación de la OACI sobre el modo de resolver dicha deficiencia y de preparar y presentar el CAP.

✓ Registra la situación de la F&R (finalizada/pendiente)

- La F&R sólo puede finalizarse cuando se lleve a cabo y valide la aplicación del CAP.
- Al finalizar la F&R, cambia la situación de todas las PQ conexas (insatisfactoria o satisfactoria) y la LEI del Estado.

✓ Eleva la F&R a la categoría de SSC



Estados:

- ✓ examinan y analizan las F&R emitidas;
- ✓ registran su aceptación de la F&R emitida (sí/no); y
- ✓ formulan observaciones al respecto, si corresponde.

Area	Finding	Finding Description	Recommendation	Document Reference	Protocol	Critical Elements	Comments by ICAO	SSC	State Comments
ASIA AND PACIFIC									
Angola									
Botswana									
Burundi									
Seychelles									
Somalia									
South Africa									
Uganda									
United Republic of Tanzania									
Zambia									
Zimbabwe									
Comoros									
Djibouti									
Eritrea									
Malawi									
Madagascar									
Mauritius									
Mozambique									
Namibia									
Rwanda									
EUROPEAN									
MIDDLE EAST									
NORTH AMERICAN, CENTRAL AMERICAN									
SOUTH AMERICA									
WESTERN AND CENTRAL AFRICA									
Area	2	In the absence of dedicated personnel licensing officers within the DCA, the airworthiness inspector has been performing all DCA activities related to personnel licensing, without having been provided with any procedures, checklists or other guidance material to effectively carry out the duties of a personnel licensing officer.	The DCA should provide to personnel licensing officers with procedures, checklists or other guidance material, as applicable, to assist them in performing their duties and responsibilities.	Refer to Doc 9725, Appendix F for the document reference(s) associated with the protocol questions identified in this finding.	3.155	CE-5	The corrective action plan submitted by the State fully addresses the ICAO finding and recommendation.		
Area	6	No requirements have been established in Swaziland for aviation personnel to demonstrate their ability to speak and understand the language used for radiotelephony communications, and there is no system in place for evaluating their ability to do so.	The Ministry of Public Works and Transport should promulgate requirements for aviation personnel to demonstrate their ability to speak and understand the language used for radiotelephony communications. In addition, the DCA should establish a system for evaluating the ability of aviation personnel to speak and understand the language used for radiotelephony communications at the level specified in ICAO Annex 1.	Refer to Doc 9725, Appendix F for the document reference(s) associated with the protocol questions identified in this finding.	3.651 3.653 3.655 3.657	CE-2, CE-4, CE-7	The corrective action plan submitted by the State partially addresses the ICAO finding and recommendation. The State has provided sufficient detail to ensure that the ICAO recommendation is fully addressed.		
Area	4	Some licences and ratings have been issued by the airworthiness inspector of the DCA, without there being any formal delegation of authority from the Director of the DCA for that purpose.	The DCA should provide a formal delegation of authority to any DCA staff being authorized to issue personnel licences and ratings.	Refer to Doc 9725, Appendix F for the document reference(s) associated with the protocol questions identified in this finding.	3.205	CE-3	The corrective action plan submitted by the State fully addresses the ICAO finding and recommendation.		
Area	6	Swaziland has not designated an aviation medical examiner to perform medical assessments and has not developed and promulgated regulations specifying how these medical assessments are to be performed. In addition, the DCA does not employ the services of a medical assessor and has not established procedures for the issuance of a medical assessment in cases where medical standards are not fully met.	Swaziland should establish a system to designate medical examiners and ensure that they are properly trained in aviation medicine. In addition: a) the Ministry of Public Works and Transport should issue regulatory provisions specifying how medical assessments are to be performed; and b) the DCA should employ the services of a medical assessor and establish procedures for the issuing of a medical assessment in cases where medical standards are not fully met.	Refer to Doc 9725, Appendix F for the document reference(s) associated with the protocol questions identified in this finding.	3.401 3.403 3.405 3.415 3.417 3.419 3.451 3.453 3.455 3.457 3.459 3.461	CE-2, CE-3, CE-4, CE-6, CE-7, CE-8	The corrective action plan submitted by the State fully addresses the ICAO finding and recommendation.		
Area	5	Swaziland has not established a procedure for appealing DCA decisions on personnel licensing.	Swaziland should establish a procedure for appealing DCA decisions on personnel licensing.	Refer to Doc 9725, Appendix F for the document reference(s) associated with the protocol questions identified in this finding.	3.207	CE-5	The corrective action plan submitted by the State fully addresses the ICAO finding and recommendation.		

❑ Estados:

- ✓ **Examinan y analizan las F&R emitidas a un Estado**
- ✓ **Se enteran de los CAP presentados durante el ciclo de auditorías CSA**
- ✓ **Presentan o actualizan un CAP relativo a una F&R, incluido lo siguiente:**
 - lista de medidas propuestas;
 - oficinas encargadas de las medidas propuestas;
 - fecha prevista de aplicación (dd/mm/aaaa); y
 - fecha de aplicación revisada, de ser necesario
- ✓ **Registran el avance del CAP, incluyendo:**
 - porcentaje de realización de cada medida propuesta;
 - fecha de finalización; y
 - pruebas objetivas.



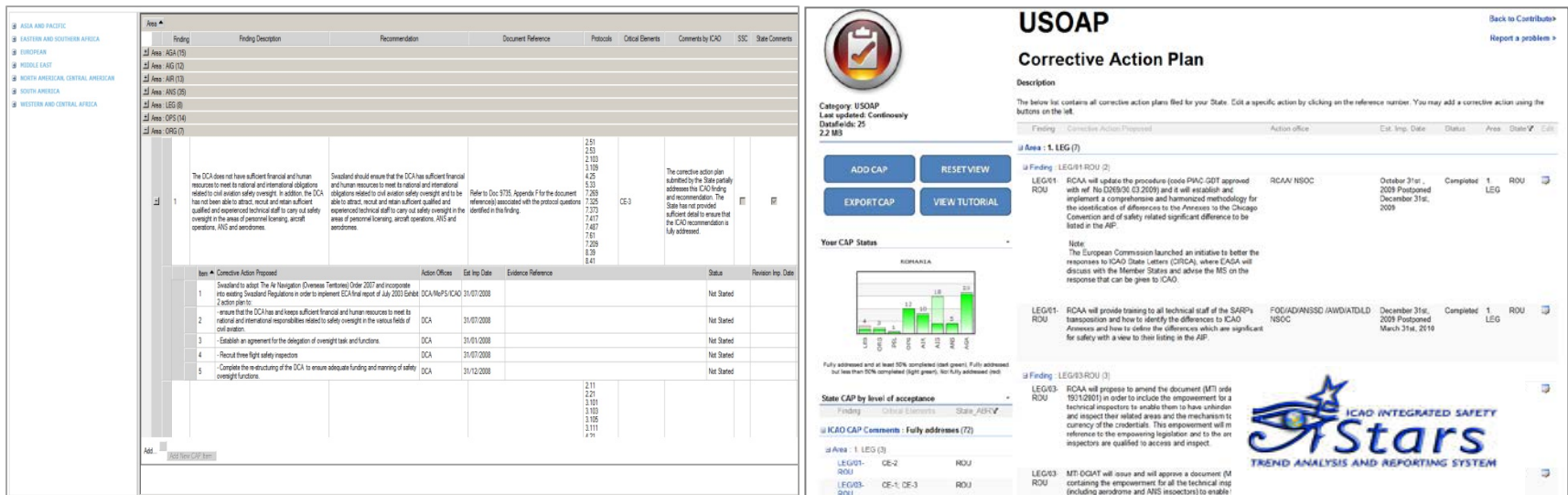
❑ OACI:

- ✓ **Registra situación del examen de un CAP**
- ✓ **Registra el carácter aceptable de un CAP, con observaciones**
 - no se presentó un CAP para tratar la F&R;
 - no se ha tratado la F&R;
 - se ha tratado la F&R parcialmente; o
 - se ha tratado la F&R plenamente.
- ✓ **Observa el progreso logrado con el CAP**
- ✓ **Documenta pruebas recopiladas**



CAP en iSTARS

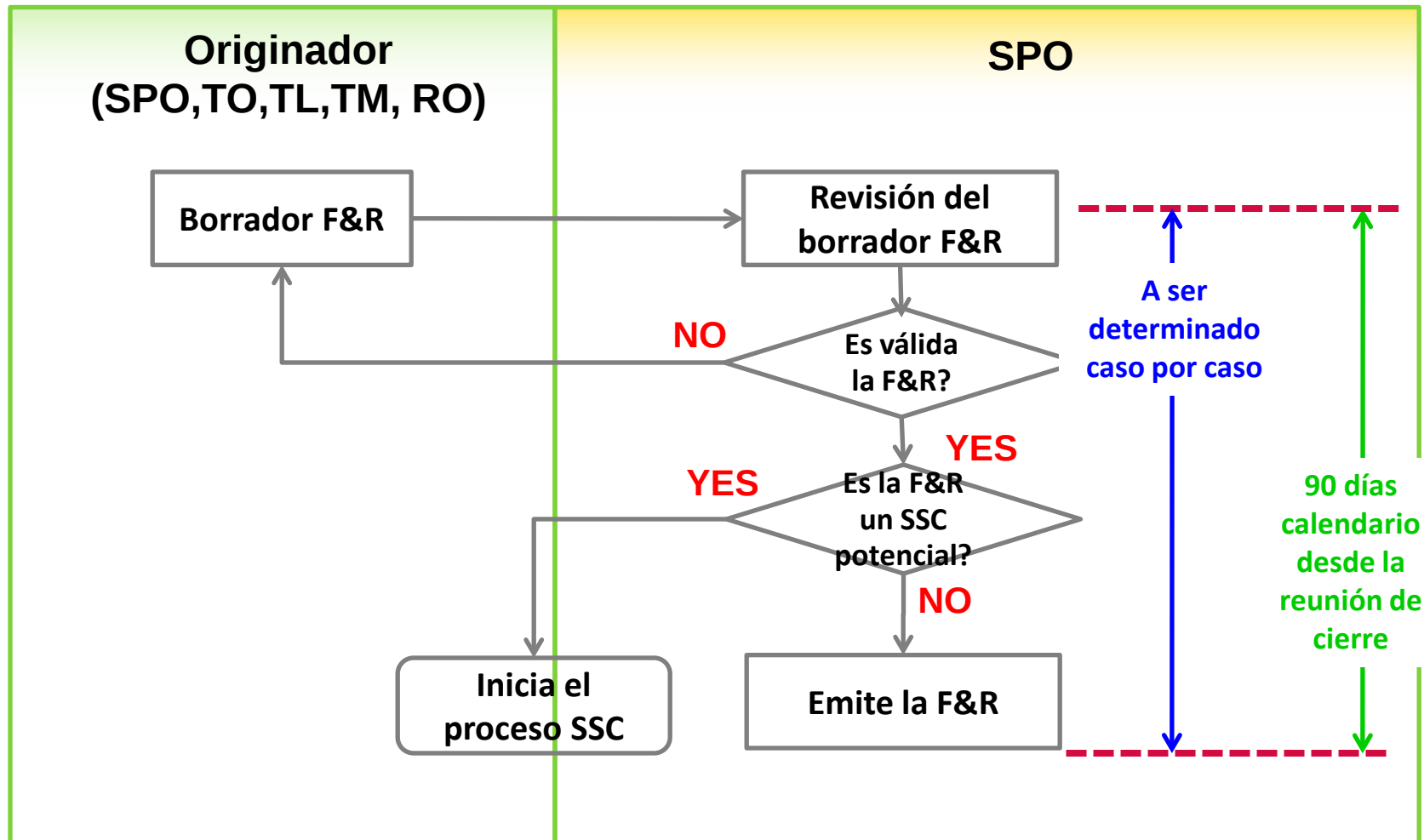
- ❑ Se ha solicitado a los **Estados prioritarios** que actualicen sus CAP por intermedio de iSTARS
- ❑ Durante el período de transición, coexistirán dos aplicaciones hasta que todos los CAP en iSTARS se trasladen al marco en línea CMA.



Flujo de trabajo relacionado con las F&R y CAP



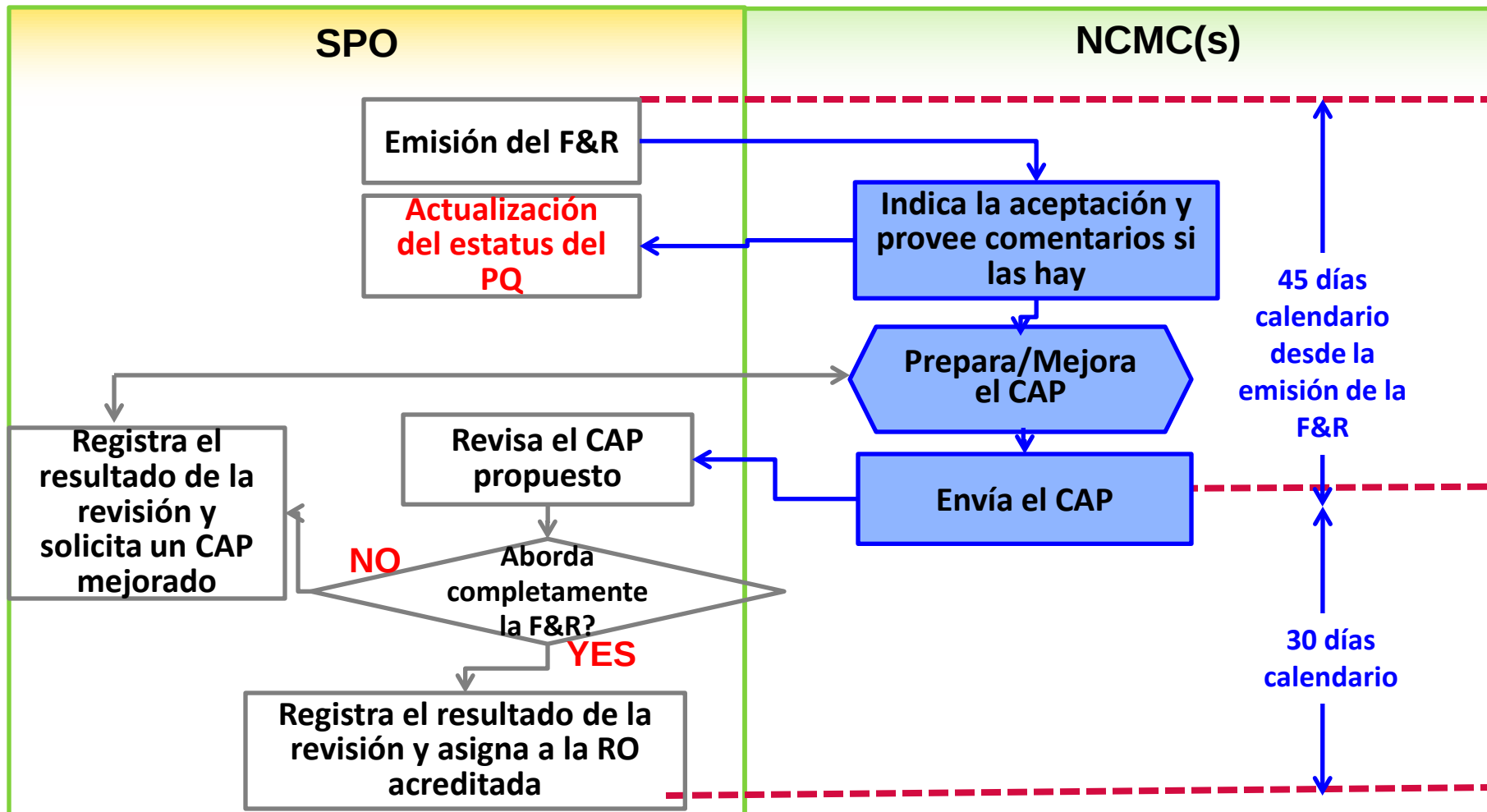
❑ Emisión de las F&R



Flujo del trabajo relacionado con F&R y CAP



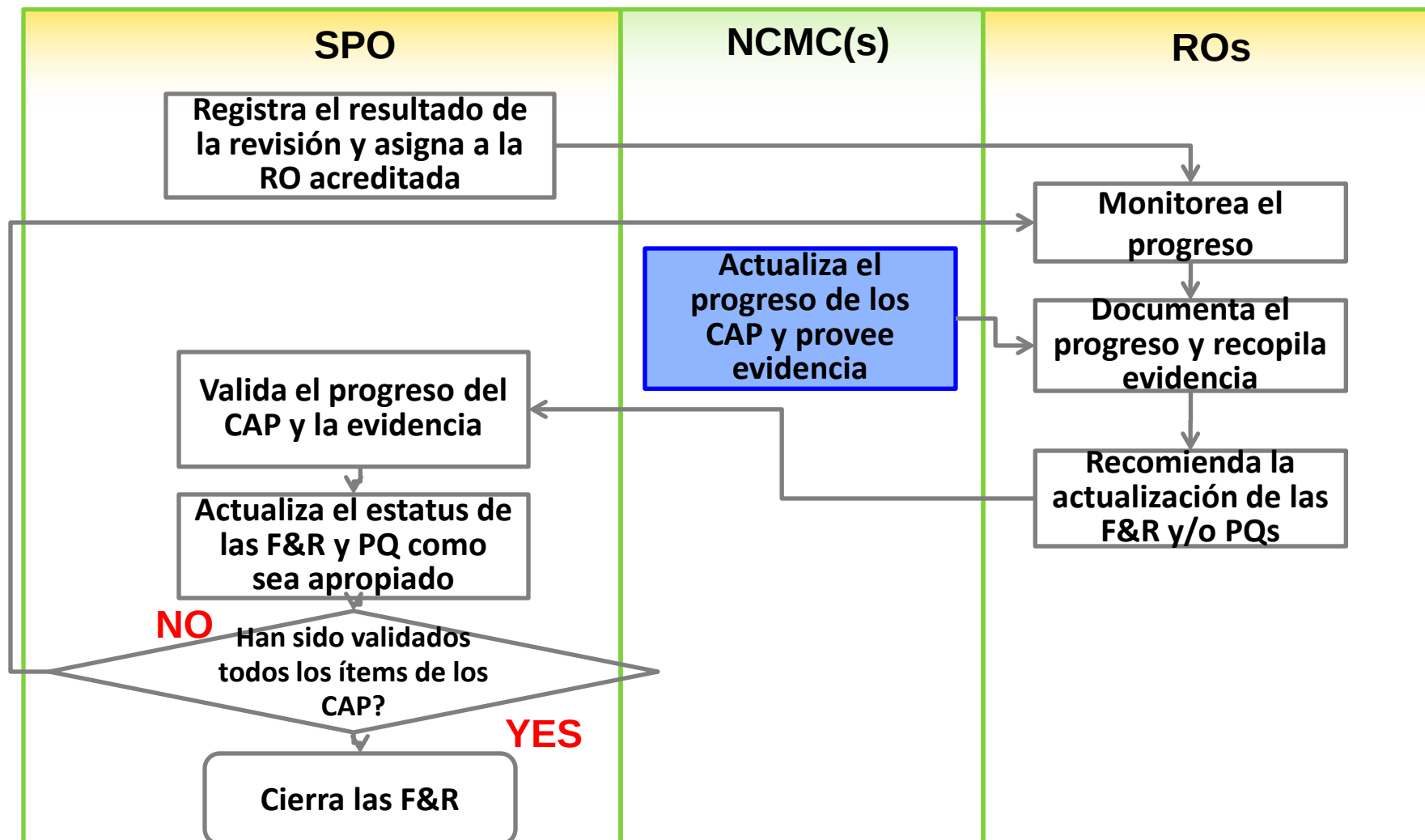
□ Presentación y examen del CAP



Flujo de trabajo relacionado con F&R y CAP



□ Actualización del estatus de las F&R



6.3 Responsabilidades del Estado según:

- ✓ Resolución A37-5 de la Asamblea
- ✓ Plan de transición al CMA del USOAP
- ✓ Doc 9735 (3ª edición)

Plan de transición al CMA

Task	Start	End	Q2 - 2011	Q3 - 2011	Q4 - 2011	Q1 - 2012	Q2 - 2012	Q3 - 2012	Q4 - 2012	Q1 - 2013
MEMBER STATES TRANSITION TO CMA										
Member States to sign new MoU	1/6/2011	31/8/2011								
Member States to assign National Continuous Monitoring Coordinator (NCMC)	1/6/2011	31/8/2011								
NCMC to complete Computer Based Training (CBT) on CMA	1/9/2011	1/3/2012								
States to update Corrective action plan (CAP) from the CSA audit cycle using the on-line framework	1/9/2011	1/7/2012								
States to develop a plan for the completion of their CMA protocols and communicate it to ICAO	1/9/2011	1/7/2012								
States to update State Aviation Activity Questionnaire (SAAQ) using the on line framework	1/9/2011	1/9/2012								
States to complete USOAP CMA protocols using the on-line framework according to established CMP	1/1/2012	31/12/2012								
Full CMA Launched	1/1/2013	1/1/2013								
ICAO TRANSITION TO CMA										
Publish new edition Doc 9735	1/6/2011	1/6/2011								
Develop and expand agreements with International Entities	1/1/2011	31/12/2011								
Conduct CMA testing of the on-line framework with some member States	1/1/2011	30/9/2012								
Conduct Regional CMA Workshops	1/8/2011	29/12/2011								
Secretariat launch CBT Auditor training	1/6/2011	31/12/2012								
Conduct ICAO Coordinated Validation Missions (ICVMs) (10 ICVMs in 2011) (20 ICVMs in 2012)	1/1/2011	31/12/2012								
Conduct Safety Audits at the request of member States	1/1/2012	28/3/2013								
Full CMA launched	1/1/2013	1/1/2013								

Medidas requeridas y calendario

Tareas en el plan de transición al CMA (A37-WP/37)	2011			2012				2013			
	2T	3T	4T	1T	2T	3T	4T	1T	2T	3T	4T
Estados firman el MOU del CMA		1/7/11 ~ 30/9/11									
Estados nombran a los NCMC		1/7/11 ~ 30/9/11									
Estados actualizan el plan de acción (CAP) correspondiente al ciclo de auditorías CSA		1/9/11 ~ 1/9/12						Pleno lanzamiento del CMA			
		1/9/11 ~ 1/9/12									
Estados finalizan SAAQ				1/1/12 ~ 31/12/12							
Estados finalizan PQ											

- ❑ **Una vez plenamente lanzado el CMA, los Estados deben:**
- ✓ mantener actualizados su perfil, SAAQ, CC y PQ;
 - ✓ responder oportunamente al MIR; y
 - ✓ proporcionar información actualizada sobre el avance del CAP.

6.4 Ejercicio práctico (o demostración)

- MOU
- CC/EFOD
- CAP

- ❑ Al concluir el ejercicio, los participantes podrán:
 - ✓ personalizar el MOU; e
 - ✓ imprimir el MOU personalizado.



- ❑ Al concluir el ejercicio, los participantes podrán:
 - ✓ encontrar determinados SARPS por número de referencia o texto;
 - ✓ encontrar SARPS objeto de enmiendas recientes; y
 - ✓ generar diversos informes y bajarlos de Internet.



- ❑ Al concluir el ejercicio, los participantes podrán:
 - ✓ encontrar determinada F&R por área o elemento crítico; y
 - ✓ preparar o actualizar un CAP respecto a determinada F&R.



La OACI

une a la aviación respecto a

seguridad operacional, seguridad de la aviación, medio ambiente

